

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS.
H. PRICE & CO.,
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

GRAND PRIZE PARIS 1900
The Highest Prize Awarded
Joseph
Gillott's
PENS.
Of Highest Quality, & Having Greatest
Durability, are Therefore
CHEAPEST.
The only Award, Chicago 1893.

No. 12,688.

號六廿月九年三零百九千一英

HONGKONG, SATURDAY, SEPTEMBER 26, 1903.

日六初月八年卯癸

PRICES, \$3.00 Per Month,
15 Cents Per Copy.

Wanted.

WANTED.

A N Expert LADY STENOGRAPHER
State Salary and Expenses to
Care of 'CHINA MAIL' Office.
Hongkong, September 1, 1903. 1815

BRITISH NORTH BORNEO
GOVERNMENT.

WANTED.

A CHINESE OVERSEER of Public
Works in SANDAKAN, about 25
years of age, with experience, and able to
do his own planning. Must speak and
write English.

SALARY \$70 per month.
House ALLOWANCE \$6 do.
House ALLOWANCE \$15 do.

Second-class Passage provided to Sanda-
kan. A trial of a few months will be given,
and if not satisfactory return Passage paid.

Apply to Messrs GIBB, LIVINGSTON
& Co., Hongkong.

Hongkong, September 3, 1903. 1825

WANTED.

TWO Capable OFFICE ASSISTANTS,
throughly conversant with Books
and Book-keeping and have a good know-
ledge of Accounts generally.

Apply, stating terms, to

ACACIA'

Care of 'CHINA MAIL' Office.
Hongkong, September 21, 1903. 1949

WANTED.

A CHINESE JUNIOR CLERK.
State Age, Qualifications and Salary
required to

X. Y. Z.'

Care of 'CHINA MAIL' Office.
Hongkong, September 22, 1903. 1951

SITUATION WANTED.

SURGEON Wants a POST on Steamer.
Apply to

'SURGEON'

Care of 'CHINA MAIL' Office.
Hongkong, September 23, 1903. 1963

Intimations.

CHINA LIGHT AND POWER CO.,
PIMITED.

SHAREHOLDERS are reminded that
THE NEW Issue of Capital must be
applied for before 1st OCTOBER next,
after which date any unapplied shares will
be dealt with as laid down in the Articles
of Association.

SHEWAN, TONES & CO.,
General Managers.

Hongkong, September 24, 1903. 1973

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEACONFIELD ARCADE.

Hongkong, September 22, 1903. 1785

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY
THE GOUPORE CO. LTD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents.

Hongkong, July 22, 1903. 1519

THE POPULAR SCOTCH IS BLACK & WHITE



BY ROYAL WARRANT

FOR THE HOUSE OF COMMONS

AND THE HOUSE OF LORDS

AND THE HOUSE OF COMMONS

INTIMATIONS.

LEA & PERRINS'

Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce,

they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.

The Original and Genuine Worcestershire.

Ideal Milk

ENRICHED 20 PER CENT.
WITH CREAM.



Sterilized—Not Sweetened.
A PERFECT SUBSTITUTE
FOR FRESH MILK.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
8c QUEEN'S ROAD CENTRAL.

INTIMATIONS.

**ITCHING HUMOURS
SPEEDY CURE TREATMENT
FOR EVERY HUMOUR.**

Bathe the affected parts with hot water and CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales, and soften the thickened cuticle. Dry, without hard rubbing, and apply CUTICURA OINTMENT freely to allay itching, irritation, and inflammation, and soothe and heal, and lastly take CUTICURA RESOLVENT PILLS, to cool and cleanse the blood. This pure, sweet, and wholesome treatment affords instant relief, permits rest and sleep, and points to a speedy, permanent, and economical cure of the most torturing, disfiguring, itching, burning, and scaly skin, scalp, and blood humours, eczemas, rashes, and irritations, from infancy to age, with loss of hair, when all else fails.

 MILLIONS USE CUTICURA SOAP

Assisted by CUTICURA OINTMENT, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and chafings, and for all the purposes of the toilet, bath, and nursery. Millions of Women use CUTICURA SOAP in the form of baths for annoying irritations, inflammations, and excretions, for too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanitary, antiseptic purposes which readily suggest themselves to women, especially mothers.

CUTICURA RESOLVENT PILLS, CHOCOLATE COATED.

Are a new, tasteless, odourless, economical substitute for the celebrated liquid CUTICURA BREAST OINTMENT, as well as for all other liquid purifiers and humours. Put up in screw-cap Act. vials containing 20 doses. CUTICURA PILLS are alterative, antiseptic, tonic, and digestive, and beyond question the purest, sweetest, most successful and economical blood and skin purifiers, human curers, and tonic-laxatives, yet compounded.

Cuticura Rawmilk is sold throughout the world. Australian Depots R. Towns & Co., Sydney. British Depots 274, Charterhouse Sq., London. French Depots A. Desale Paris. German Depots and Chemists, Solingen, Berlin.

KELLY & WALSH, LTD.

	BUYERS INSTRUCTED FREE OF CHARGE.	FIVE YEARS. BUYER'S MONEY BOUND IS GUARANTEED
Everybody's Naval Pocket Book for 1903	25.50	
The Martyrdom of Man, by Winwood Reade	2.00	
Speeches and Tuasts, How to Make and Prepare them	.90	
How to become Quick at Figures	2.50	
Letters from a Self-Made Merchant to his Son	1.75	
All the Winners, by Nathaniel Gubbins	1.75	
Confidences, six months of the lives of Melisande and Geraldine	1.75	
THE NINETEENTH CENTURY SERIES.	1.75	
Progress of India, Japan and China in the Century, by Sir R. Temple	4.75	
Progress of the United States and America in the Century, by W. P. Trent	4.75	
Continental Rulers in the Century, by P. M. Thornton	4.75	
Literatu in the Century, by A. E. de Millo	4.75	
Religious Progress of the Century, by W. H. Withrow	4.75	
Inventions in the Century, by W. H. Doty	4.75	
Progress of New Zealand in the Century, by R. F. Irvine and C. T. J. Alpers	4.75	
Progress of Canada in the Century, by J. C. Hopkins	4.75	
Everybody's Irish Wit and Humour	2.00	
Everybody's Scotch Wit and Humour	.90	
Everybody's English Wit and Humour	1.75	
Everybody's Guide to Public Speaking	1.75	
Everybody's Book of Palour Games	1.75	
Everybody's Guide to Correct Conduct	1.75	
Everybody's Scrap Book of Curious Facts	1.75	
Everybody's Book of Epitaphs	1.75	
Everybody's Gazetteer and Atlas	1.75	
Everybody's Cookery and Household Guide	1.75	
Everybody's Book of Jokes	1.75	
Everybody's Guide to Carpentry	1.75	
Everybody's Guide to Chess and Draughts	1.75	
Everybody's Book of Gleanings and Anecdotes	1.75	
Everybody's Book of the Dog	1.75	
Everybody's Book of Short Poems	1.75	
Everybody's Pocket Encyclopedia	1.75	
Everybody's Cycling Law	1.75	
Everybody's Outdoor Games	1.75	
Everybody's Book of Acting Characters	1.75	
Everybody's Book of Riddles and Conundrums	1.75	
	45 cents each.	

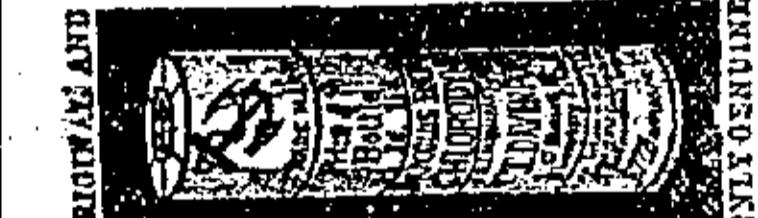
HOLLOWAY'S OINTMENT

is an unfailing Cure

For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts.

AND
EVERY FORM OF SKIN DISEASE.

Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Dealers.

Dr. J. Collis Browne's**CHLORODYNE**

COUGHS,
COLDS,
ASTHMA,
BONCHITIS.

D. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. Collis Browne, late Attorney-General (West) DISCOVERED REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the compatriot of Chlorodyne cannot possibly be discovered by Analysis (organic substances defying elimination), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne must be false. This caution is necessary, as many persons deceive purchasers by false representations.

D. J. COLLIS BROWNE'S CHLORODYNE.—Vis-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to. See *The Times*, July 18, 1884.

D. J. COLLIS BROWNE'S CHLORODYNE is the TRUE PALLIATIVE for NEURALGIA, GOUT, CANCER, TOOTHPACHE, RHUMATISM.

J. T. Davyport, Ltd, London.

IS THE GREAT SPECIFIC FOR
DIARRHEA, DYSENTERY,
HOLERA.

GENERAL BOARD OF HEALTH, Lon-

don, REPORT that it ACTS AS A CHARM,

one dose generally being sufficient.

D. J. GIBSON, Army Medical Staff, Cal-

cutta, states: "TWO DOSES COMPLETELY
CURED ME OF DIARRHEA."

D. J. COLLIS BROWNE'S CHLORODYNE is a liquid medicine which assuages PAIN OF EVERY KIND,

affords a calm, refreshing sleep,
WITHOUT HEADACHE, and in

vigorizes the nervous system when

exhausted.

D. J. COLLIS BROWNE'S CHLORODYNE rapidly cuts short all at-

tacks of

EPILEPSY, SPASMS, COLIC,

PALPITATION, HYSTERIA.

GODOWN TO LET.

N. O. 102, PRAYA EAST. Spacious

Two-story GODOWN. Suitable for

Tarn or Coal.

The HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Hongkong, July 11, 1903. 1416

GODOWN TO LET.

N. O. 102A, in Lane Situated at PRAYA

EAST. Spacious and suitable for

Cans or other requirements.

Apply to TANG KING FU,

104, Hollywood Road,

Hongkong, September 7, 1903. 1848

GODOWN TO LET.

TELEGRAMS: 'CARMICHAEL' HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Liber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 583

POLYGRAPHY.

TERMS, \$4.00 to \$7.00 per day; \$75 to

\$120 per Month.

JAS. D. M. CAMERON,

Manager.

Hongkong, August 24, 1903. 973

INTIMATIONS.

INTIMATIONS.

INTIMATIONS.

NEITHER STICKY NOR GREASY

ST. JACOBS OIL

THE GREAT REMEDY

CURES

RHEUMATISM, SPRAINS,
NEURALGIA, SORENESS,
STIFFNESS

CONQUERS PAIN.

Price 1s. 1½d. and 2s. 6d. of all MEDICINE DEALERS.

**GENUINE "SINGER" MACHINES
ARE MADE ONLY IN
ENGLAND and AMERICA**

EVERY MACHINE SOLD IS GUARANTEED

TO LET.

TO LET.

NO. 2 RIFON TERRACE in FLATS.

HOUSES in LIGHTON HILL ROAD,
MORTON TERRACE, CAUSEWAY BAY, FACING THE POLO GROUND.

GODOWN at BOWINGTON (Pray East).

Apply to SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, September 23, 1903. 1961

TO LET.

FURNISHED. MEATON LODGE, 7-Roomed House, Garden and Tennis Court.

No. 24, WYNDHAM STREET.

NO. 24, WYNDHAM STREET, 9-ROOMED.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4-Rooms, Bath-Rooms, out-houses and verandas. Only \$10, inclusive of Taxes.

WILD WELL BUILDINGS No. 147, WAN-CHAI ROAD. Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of taxes.

FOR SALE—CHEAP—BAHAR LODGE AT THE PARK.

And others to suit various requirements.

S. A. SEETH, LAND & ESTATE BROKER,

DAIRY FIELD CO., Hongkong, September 14, 1903. 1885

TO LET.

ONE first CLASS SPACIOUS GODOWN at West Point.

Apply to 'GODOWN,' Care of 'CHINA MAIL' Office.

Hongkong, June 15, 1903. 1257

TO LET.

With Immediate Possession.
D'URISFER' MAGAZINE GAP.

Furnished.

Apply to HUGH

LATE TELEGRAMS.

Lord Kitchener.

All-shaft, September 8—Notwithstanding exceptional difficulties which beset the hills beyond Gilgit, the Commander-in-Chief has managed to visit both the Kilik and Muntaka Passes which lead to the Pamir region. The party crossed the Batur glacier, which had been recently reported impassable for men on foot, with the loss of only one pony. His Excellency is expected back at Gilgit to-day or to-morrow; thence he goes on to Chitral or either by way of the Durkot Pass or by Shandur.

Racing News.

Calcutta, Sept. 16.—A London wire to the Indian Pic's says that the St. Leger Betting was as follows:—£10 to 2 on Rock Sand, 10 to 9 against William Rufus, 100 to 1 Mead, 10 to 1 Love Char, 100 to 1 Perseus.

The last named led in Rock Sand and Love Char. After six furlongs had been travelled Rock Sand got on terms, and shortly afterwards went to the front. At the distance William Rufus headed the rest, with Mead close up, and, in consequence, dropping back, 1st. Rock Sand went on and won in a canter by four lengths, half a length divided second and third.

London, September 11.—The Doncaster Cup race has resulted as follows:

Wavelot 1
Mr F Alexander's, etc., Thoroughway, by Rightwing—Theatre 2
Lord Cunard's, etc., St. Emilion, by St. Praxinus—La Rose 3

Somaliland.

Sims, September 8.—Orders have issued for the early despatch to Somaliland of Captain Hammond, 1st Dragoon Guards; Captain Weatherly, 1st Oxfordshire Light Infantry, and Lieutenant Dunn of Cork, to replace Captain Hornby, Lieutenant Sandeman and Lieutenant Pipe Housman, in the King's African Rifles, also of Major Lee, 1st Hussars; Captain Bentry, 1st Bombay Lancers; and Captain Peatt, 2nd Hyderabad Contingent Infantry, to replace Major Gifford, Captain Lyne and Captain Long.

General Egerton wires that the health of the British officers and troops is good, and of the native troops and followers fair. Lieutenant Simleman is improving.

September 9.—Captain Turner, 2nd Bengal Lancers, has been selected to command the Rikka Corps proceeding to Somaliland.

Regarding the Eskis Corps which are about to be despatched to Somaliland from India under Captain Turner, it has been found in Somaliland that the pack-wagons hitherto in use for transport purposes which are not unlike those now used in the South African campaign, are liable to stick in the sand. It occurred, therefore to the authorities that the substitute okkas which can traverse the sand very much easier. A thousand were first asked for, but it has been decided to begin as an experiment with 320. These are to be divided into eight groups of forty, each driven under a native non-commissioned officer. They will be hired or bought whenever obtainable in India. But some difficulty may be experienced in arranging for their own or other suitable drivers to accompany them, so it is thought best not to attempt too much at the beginning. It will be remembered that okkas formed the sole transport of the Gudies in their famous march to Delhi in 1857.

Army Manoeuvres in India.

The manoeuvres which will take place in Northern India this winter will be on a considerable scale, but will probably be somewhat shorter in duration than those about Delhi last season. The details are not yet all settled, and many of them will be kept confidential until the last moment so that the conditions obtaining in actual warfare may be as far as possible observed. But it may be said that from twenty to twenty-five thousand men are likely to take part in them, that they will probably commence early next December and that the country in which they will be conducted will be roughly the Indus area to the North of the Punjab.

"Run your blood is run Liver."—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain, Clerk's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. Price, Scarfala, Scour, Extract, Etc., Skin and Blood Diseases, Etc., &c., and Sores of all kinds its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere and at 2/- a fl. Beware of worthless imitations and substitutes.

EXCURSION TO MACAO.

GRAND PROCESSION.

The Well-known & Commodious Steamer WING CHAI will make a Special Excursion Trip to Macao, SUNDAY, the 4th OCTOBER, 1903, leaving her usual Wharf (at the Western end of Wing Lok Street) at 8.30 A.M. and returning from Macao at 7.30 P.M. the same evening.

Meals Refreshments may be obtained on board.

Tickets—Return 22.

Extra for each Cabin 55.

Tickets for Sale on board and available at MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 23, 1903. 1902

STEAM TO CANTON.

THE Splendid new Steel Twin Screw T. Steamer WING CHOW, 1474 Tons, Captain WALKER leaves HONG-KONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passenger Fare \$4.00 Single Journey. Meal \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, May 30, 1903.

The Celebrated BLATZ BEER.

OF MILWAUKEE, U.S.A.

\$2.00 per Cask of 10 Dosen Pints.

SOLE AGENTS,

H. PRICE & CO.

For Sale by A. S. WATSON & CO. General Agents.

12, Queen's Road.

Intimations.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of MEMBERS of the above CLUB will be held in the Pavilion on MONDAY, the 29th INST., at 5.15 P.M.

By Order, A. G. WARD,
Secretary.
Hongkong, September 21, 1903. 1903

HONGKONG ST. ANDREW'S SOCIETY.

THE 22ND ANNUAL GENERAL MEETING of the above SOCIETY will be held in the CITY HALL, on TUESDAY, the 29th INST., at 5.30 P.M., for the purpose of receiving the Annual Report, Electing Committee, and other business.

N. S. BROWN,
Hon. Secretary.
Hongkong, September 21, 1903. 1903

HONGKONG BOAT-CLUB.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG CLUB on TUESDAY, the 29th INST., at 5.30 P.M.

T. C. GRAY,
Hon. Secretary.
Hongkong, September 25, 1903. 1903

ROYAL HONGKONG YACHT CLUB.

THE ANNUAL GENERAL MEETING will be held on FRIDAY, OCTOBER 2d, at 6 P.M. in the CRICKET PAVILION.

Hongkong, September 25, 1903. 1903

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY ANNUAL MEETING of the Society will be held at the HEAD OFFICE, No. 1, Queen's Road, Central, Hongkong, on THURSDAY, the 8th OCTOBER, 1903, at 10 A.M. for the purpose of receiving the report of the Directors together with Statements of Account for the year 1902 and for the half year ending 30th June, 1903, and of declaring dividends, &c.

THE TRANSFER BOOKS of the Society will be CLOSED from the 28th September to the 8th October, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,
Secretary.
Hongkong, September 17, 1903. 1918

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4672 for one hundred Shares, numbered 37,601—37,700 inclusive, standing in the Register in the name of Mr. THOMAS RENNIE of Fife, having been lost, NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 22, 1903. 1903

HUMPHREYS' ESTATE & FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, "when the Subjoined Resolutions will be proposed, viz.—

Apply on the Promises to Mrs G. S. WEBB.

Hongkong, July 7, 1903. 1416

DON'T COUGH.

DON'T COUGH.

DON'T COUGH.

There is absolutely no remedy so speedy and effective as Olanoline, which also gives relief, Sure in action, and can be taken by the most delicate.

NOTICE IS HEREBY GIVEN that the said Certificate be produced at the Offices of the Company, 33 and 40, Queen's Road Central, Victoria, Hongkong, 5th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

POSTAL ADDRESS: "ACHEE & CO., HONGKONG."

A. P. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO.**祥利廣****Temporary Store,**1st Floor,
12, QUEEN'S ROAD.

(above Messrs. H. Price & Co.)



TRADE

MARK.

TELEPHONE NO. 1255.

D. C. L.

OLD TOM

and

DRY GINS

\$8.00 per dozen.

**The best Gin on
the Market, its
purity defies
Competition.**

SOLE AGENTS.

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per *Bentley* undelivered after
this date subject to rent.
Goods per *Mazagon* not cleared at 4 p.m.
on this date subject to rent.

MEMOS. FOR MONDAY.

Meeting.

5.15 p.m.—Meeting of Members of Hongkong Cricket Club in the Pavilion.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous.

Transfer Books of Society closed from
this date to the 8th October inclusive.
Goods per *Ashurst* undelivered after this
date at Noon will be subject to rent
and landing charges.
Goods per *Glenfield* not cleared on this
date subject to rent.

General Memoranda.

Tuesday, September 29.—
5 p.m.—Meeting of Members of Hongkong Hockey Club at Hongkong Club.

5.30 p.m.—Meeting of the Hongkong St. Andrews Society at City Hall.

Goods per *Kanagawa Maru* not cleared on this date subject to rent.Wednesday, September 30.—
10 a.m.—Military Practice.
Goods per *Cornwall* not cleared at
4 p.m. on this date subject to rent.Friday, October 1.—
6 p.m.—Meeting of Royal Hongkong Yacht Club at Cricket Pavilion.
Goods per *Tudor* not cleared at noon on this date subject to rent.

WM. POWELL,

LICENCE NO.

DRAPERS

Established A.D. 1841.

**Season's—
New Goods****PORT**Per
Dozen. Per
Bottle.B. OLD VINTAGE,
SUPERIOR QUA-
LITY, RED CAP-
SULE.....\$16.00 \$1.40C. FINE OLD VIN-
TAGE, SUPERIOR
QUALITY, BLACK
SEAL CAPSULE.....20.00 1.70D. VERY FINE
OLD VINTAGE,
EXTRA SUPERIOR
(OLD BOTTLED),
VIOLET CAPSULE 27.00 2.25All less 10% discount on account
of current exchange.NOTE.—Port, after removal,
should be rested for a month
before use.Wine required for IMMEDI-
ATE use should be ordered to
be decanted before being sent
out.These Wines are specially
suited for Invalids and general
use, and are too well known to
need further comment.

A. S. WATSON & CO., LIMITED,

WINE & SPIRIT MERCHANTS,

Established A.D. 1841.

September 19, 1903.

563

BIRTH.
At Stoelenfels, the Peak, on the 25th
September, the wife of HANS SCHERFERT,
of a Son.per The publication of this issue commenced
at 5.30 p.m.**The China Mail.**

HONGKONG, SATURDAY, SEPTEMBER 26, 1903.

EDITORIAL COMMENT.

The predictions of those
SHIPBUILDING who lived in Hongkong
IN some years ago, and who
HONGKONG could weigh well the
signs of the times, are
surely coming to pass so far as the
possibilities of shipbuilding in the Colony
are concerned. Of late there have been
rapid strides in the industry, and in this
issue we publish an article showing how
the Hongkong and Whampoa Dock
Company have stepped from the ranks
of mere repairers and are now marching
in the vanguard of Eastern ship-
constructors. The transition that
has taken place is gratifying indeed,
especially when it is remembered that
every piece of steel and iron used in the
making of a ship has to be brought
across the seas from the old world. The
absence of local supplies is the greatest
difficulty standing in the way of rapid
development here, and it needs no effort
of imagination to realise what a fillip
would be given to manufacture if there
was near at hand coal and iron in
sufficient quantities to ensure the
establishment, on a profitable basis, of
iron and steel works. Undoubtedly an
impetus would be given to work in that
direction by the laying down of
railways into China, thus enabling
capitalists to develop the natural resources
in at least the neighbouring provinces
of Kwangtung. With railways
reaching from Kowloon to the interior of
China one cannot even estimate the
increase of wealth and importance that
would accrue to Hongkong, and it
forces upon the attention of all here the
great and urgent necessity that exists
for the connection of the British possessions
by railway with the interior of
the unexploited empire, by means of
the lines now being laid in Kwangtung.
The question should also bring to the
attention of capitalists the vast possibilities
that exist for the establishment
of plants for the treatment of the
raw products with which the continent
across the harbour is said to be stocked.

The Cry for Kitchener.

A telegram states that several London
newspapers, in commenting upon the state
of affairs revealed in evidence given before
the War Commission, demand the recall of
Lord Kitchener from India, and that he
be given the task of reconstituting the
War Office.

Assistant Medical Officers.

It is notified in to-day's *Government
Gazette*, that His Excellency the Governor,
with the approval of the Secretary of State
for the Colonies, was pleased to appoint
B. L. T. Barnett, M.B., D.P.H., Assistant
Medical Officer of Health in April last.
His Excellency has also appointed H. Mac-
farlane, L.R.C.P., L.R.C.S., (Edin.),
D.P.H. (Oxon.), to be an Assistant Medi-
cal Officer of Health.

The Troops in North China.

The *World* says:—The appointment of
Lieut.-Colonel Wingate, Indian Army, as
Assistant Quartermaster-General in North
China cannot fail to give great satisfaction
in that region. Colonel Wingate possesses
special qualifications. It was feared at
one time that his services might be lost in
the reorganisation. It would have been
matter for regret if they had been, for
throughout the recent troubles there
Colonel Wingate has been invaluable.

The King in Vienna.

A Floating Exhibition.
A floating exhibition of British manu-
factures starts on a tour of all the colonies
early in 1904. Representatives of nearly 100
firms will accompany the exhibition.

Hongkong Christian Union.

The usual prayer meeting will be held
on Monday evening, at 6.15, in the room
of the Union, 13 Beaconsfield Arcade. The
Rev. F. Child will preside. All are cordially
invited.

Reduction of Engineers' Wages.

Several engineering firms at Belfast
have notified their employees that wages
will be reduced by 5 per cent. in October,
owing to the keenness of foreign competition
as regards machinery for export.
Three thousand men are affected by the
reduction.

Gamblers Caught.

A group of natives were having a quiet
game of *Nga Pai* at Cha Kwo Ling in
New Kowloon on the 25th instant, when
P. S. Gordon, with a couple of policemen,
broke in on their privacy. Twelve men
were arrested and charged at the Magistracy
this morning before Mr. T. Sercombe
Smith. A fine of \$4, or seven days' impris-
onment, was imposed.

Salvage on Sampans.

"I picked the sampans up," said Li Po
Li, when charged at the Magistracy this
morning with stealing one sampan, No.
2458, valued at \$10, and one unnumbered
sampan valued at \$8, the first one being the
property of the Compt. Master, at
Aberdeen. "They were drifting away."
"Do you claim salvage?" asked Mr. T.
Sercombe Smith. "Yes, I do," answered
the native. "Well, you won't get it here,"
responded the Magistrate, and he imposed
a sentence of one month's imprisonment
in the first case, and fourteen days' gaol
in the second.

Stabbed in the Side.

Cheung Lau Kin, charged with malici-
ously cutting and wounding Shin Cheung
Kin, was again before the Court to-day.
It appears that on the 6th instant, the
accused, in company with others, was
scrapping for some coins which were
being tossed up by some people standing by.
While stooping to pick one coin up, Shin
Cheung Kin felt a stab in the side, and fell
to the ground. He accused Cheung Lau
Kin of causing the wound, and had him
arrested. Mr. T. Sercombe Smith remanded
the case until Friday, October 2.

Remember the Name.

YOU may have an attack of diarrhoea
dysentery, pain in the stomach
one or two days, and it will be well to
remember the name of a medicine that will
cure you. Say it slow—Chamberlain's
Cotic Cholera and Diarrhoea Remedy.Who has had occasion to use Cham-
berlain's Cotic, Colera, and Diarrhoea
Remedy for Diarrhoea or bowel disorders,
and see what they say.No one has ever used this medicine with-
out praising it for it always cures. Get
a bottle to-day; it may save a lot of
trouble, and perhaps a life. For sale by
all chemists and medicine vendors: WAT-
SONS LTD., General Agents.

LOCAL AND GENERAL.

New Public Offices.

The Government is advertising for
tenders for the construction of the founda-
tions of the new Post Office and other
Government offices on the Praya Ro-
clamation.

The Harbour Office.

Mr Edward Jones, First Boarding Offi-
cer, is appointed by H. E. the Governor
Acting Assistant Harbour Master, during
the absence on vacation leave of Captain
Rumsey, or until further notice.

Stealing of Nails.

For stealing 22 pounds of brass nails,
the property of the Hongkong and Wham-
poo Dock Co., Tso Fan was sent to gaol for
two months by Mr. J. H. Kemp of the Ma-
gistracy to-day.

New Laws.

On behalf of H. M. the King, H. E.
Sir Henry Blake has given his sanction to
the Ordinance making "Victoria Day" a
public holiday; an Ordinance to regulate
the import and export of cattle and live
stock; and the new Water Ordinance.

Prince Henry of Prussia.

Prince Henry of Prussia, who it was
announced was to be removed in the autumn
from the command of the first squadron of
the German navy, has been appointed
Commander-in-Chief of the German naval
station in the Baltic.

Down with Socialism.

Japan is evidently no place for socialists.
Baron Kodoma, Minister of State for
Home Affairs, states the *Official Gazette*
prohibited, on Sept. 14th, the sale of a
book entitled "A Collection of Poems re-
ferring to Socialism," on the ground that
it injurious to public order, and copies of
the book were ordered to be confiscated.
It was published in Osaka.

Excursion to Macao.

On Sunday, October 4, the well-known
steamer *Wing Chai* will make a special
excursion to Macao, where a grand pro-
cession is to take place. The boat will
leave her usual wharf at the western end
of Wing Lok Street at 8.30 a.m., and will
return from Macao at 7.30. Return tickets
will be \$2.25 extra for each Cabin, and
meals may be obtained on board.

Camp for the Burmese.

Next week the 33rd Burmese go into
camp for a month in the New Territory.
On Monday an advance guard goes out with
the baggage, etc. They will proceed by
launch to Inwan Bay, and will thence go
inland for about two and a half miles, where
the site of the camp has been fixed. They
will then make all the necessary preparations,
and on October 1 the main body of
troops, accompanied by the mule transport
of the 10th Bombs, will commence the
march overland to the selected ground.

Band Performance.

The following is the programme of
Music to be played by the Band of the 14th
Bombay Infantry, on the New Parade
Ground, on Monday next, from 4.30 to
6 p.m.:—

Slow March...Ronaine.....Gounod

Overture to "King Stephen".....Beethoven

Song from "Nadeshiko".....Goring Thomas

As when the snow drifts....Verdi

Valer...Love...Monte Cristo...Ivan Kotler

Selection from "I Lombardi".....Verdi

American Barn Dance...Prairie Flowers.....H. E. Leslie

GOD SAVE THE KING.

A Valuable Presentation.

Captain Tarro, the Superintendent of
the Osaka Shosen Kaisha, has recently
been presented, through the Tokyo Marine
Insurance Company, with the sum of
Y1,000 by several insurance companies in
England, including Lloyds, which had issued
policies on the O.S.K. steamer *Tachi-Maru*, in recognition of services
rendered in connection with the floating of
the vessel, which grounded on the Upper
Yangtze in October 1902. In 1897 Captain
Tarro joined the staff of the Osaka Shosen
Kaisha. Shortly afterwards he was sent to
England to superintend the construction of
the Company's vessels there, and on his
return to Japan was entrusted with the
supervision of the marine staff of the Com-
pany. An expert in salvage operations,
Captain Tarro has been successful in some
twenty cases which have been entrusted to
him.

Cattle Robbery.

The case against Cheung Hing, Tean
Sang, and Ng Po, on a charge of cat-
stealing in Chinese Territory, again
came before Mr. J. H. Kemp of the Ma-
gistracy this morning. Yesterday after-
noon we had gone to press Cheung Hing and
Tean Sang were sentenced to six months'
hard labour each. A further arrest was
made yesterday, the accused being Un Fun,
an ex-Chinese constable, who together with
Ng Po appeared this morning. The case
was again remanded to secure the attend-
ance of a witness.

Masonic Installation.

At the Masonic Hall on Wednesday
evening, at a meeting of the St. Andrew's
Chapter No. 218, S.C., M. E. Companion
T. H. Jewett was installed 1st Principal
for the year. M. E. Comp. W. Claret was
elected 2nd, and Comp. P. D. Hyett 3rd
Principal. The following office-bearers
were also elected:—Scribes, M. E. C. J.
Lochhead, P.Z., and Comp. E. A. Earby;
Treasurer, M. E. C. J. A. Tarrant; F. S.
Comp. J. R. Lee; 1st A.S., Comp. C. H.
Ross; 2nd A. S., Comp. J. Wilshire;
Steward, Comp. B.; Spitals; Janitor,
Comp. J. Vanstone. The installation
ceremony was performed by M. E. Comp.
J. Lochead, assisted by M. E. Comps. H.
B. Bridger and J. A. Tarrant.

To Spy out Reformers.

H. E. Yang-Chu, Chinese Minister
delegate to the Court of Tokio, according
to a recent Peking letter to the *N.C. Daily News* at its farewell
audience of the Empress Dowager the
other day, prior to leaving for Shanghai,
received implicit instructions from her
Majesty to set his spies at work as soon as
he arrived at Tokio and watch the conduct
of all the Chinese students in Japan.
Should he find revolutionary instincts in
any student the Minister was commanded
to be careful how he "worked" the matter,
but he was at any cost to get the suspected
students dismissed from the school or
college they happened to be attending at
the time, and this being done he could
e

SHIPBUILDING IN HONGKONG.

The Hongkong and Whampoa Dock Co.

In a Colony such as this where vast industrial enterprises are conspicuous by their absence, and where, for a variety of reasons, it is difficult to set up landmarks in the shape of smoking masts, towering mills, and extensive factories, it is interesting to note the progress and expansion being made by those ventures now practically in their embryonic state. Some are still in their infancy; others have grown gradually but steadily, and are striding out into manufacturing manhood with rapid gait.

An entrepot, Hongkong occupies a position perhaps unequalled in this part of the world for extent or wealth. For that purpose it is pre-eminently suited, and nature might well have destined the island to be used solely in such a capacity, but as a manufacturing centre it is handicapped in many directions, and consequently has not developed industrially to any extent. Capital has been slow, however, to test the potentialities of the place and it is quite possible that there are many unexploited directions in which money could be laid out to the profit of the possessors and the benefit of the Colony.

One of the principal factors contributing to the shyness which characterises capitalists is, of course, the competition of the outside world. There huge combines and trusts are in operation which could, if they willed, flood a market and wipe newcomers entirely out of commercial existence, and there are not many men to day who can be found courageous enough to lay out large sums with the prospect of having to fight tooth and nail before they can be sure of any return. That is one of the reasons why this Colony has suffered. If the only competition was that of the other ports of the East, Hongkong would indeed be a busy manufacturing centre, and would hold its own, and come out in the end crowned with the laurels of victory. That is not a vainglorious assertion to make. In those directions in which the field of enterprise has been free: where the market has not been harassed or overrun by the products of enormous factories long established in Great Britain, in America, or on the Continent, the Colony has proved conclusively that it can outshine any of its Oriental neighbours.

And even in a line in which rivalry is of the most cutting kind it is making a remarkably favourable showing indeed. That is in the matter of the repairing and the building of ships. Of all the industries in the world, perhaps that of ship-building for the mercantile marine or for the navy is the most important. Ships form the one medium by which the avenues of commerce throughout the globe are kept open: they are the heralds of civilization, and as such are of far-reaching importance than all the inventions of science put together. It is not at all strange then that competition should be so keen, and it is, in case of that, highly gratifying to find that the most flourishing industry in Hongkong is that conducted by the Hongkong and Whampoa Dock Company. In the face of strenuous opposition that Company has forged ahead until it is now in a position to turn out work for the mercantile marine equal to that of any yard in Great Britain or elsewhere. It certainly has not yet constructed any large ocean-going vessels, but it has built small coastal vessels, river passenger and cargo boats, and now it is about to lay the keel of perhaps the largest steamer to be constructed in the East. It has also repaired steamers, and overhauled and renovated men-of-war in a manner that could not be believed anywhere.

During the past year or two in particular the greatest developments have taken place, and demonstrations have been made that boats of high standard can be built and damages of the most serious character can be repaired in a manner expedition than could be shown at home. In the docks and all the facilities for good and fast work, and although some do not feel that the Company would be wise to undertake the building of big ships yet there are others of a progressive and capable mind who feel assured that any ship could be completed there. That Home yards could put on the water. So far, the Dock has several records to its name, and we are not mistaken they are about to add another, namely the repairing of the *Pembroke*. Most people have known the shocking state the *Pembroke* was in when she reached the dock after being hooked on the rocks of Snake Island, and they know of the company which took place between the Dock Company and Shanghai and Hongkong to secure the work. What tenders were called for, it was found that Shanghai estimated that it would take five months to make the ship seaworthy, whilst Hongkong wanted only nine weeks. The sceptics of Shanghai naturally considered that such an estimate was ridiculous, and made no secret of their opinion that an impossible feat was being attempted. How impossible it was, however, can be now seen. Eight weeks ago, the ship appeared to be smashed beyond repair; now she is as staunch and true as when she was launched—the work of transforming her being accomplished a week inside of the specified time. Truly a record of that sort, the Dock Company has every reason to be proud, and it should stand as a monument to their enterprise and as a remarkable evidence of the efficiency of their staff and the facilities of their establishment. The credit of the work is undoubtedly due to Mr J. W. Graham, Superintendent, and Mr W. J. Russell, Foreman Shipwright. Both of these gentlemen have made strenuous endeavours to get the ship out in the specified time, and Mr Russell in particular has had his heart and soul set upon accomplishing the work, for it was on his estimate that the contract was undertaken. It is interesting perhaps to know the nature of the work performed on the *Pembroke*. Almost the whole of her shell from the No. 1 bulkhead

forward has been altered. 116 shell plates were taken off, 78 full frames were put in the forepeak and forward compartments, the inner bottom floor plates in the No. 1 hold and portion of those in the No. 2 hold were removed, all the beams in the forepeak and the stanchions in the No. 1 compartment were changed, and two strakes of plating were taken up on the main deck of No. 1 compartment. A new stem, 62 feet long, was also fitted. That work, inconsequent as it might appear upon paper, is such as could not have been completed within three months by the best firm in England. Labour regulations, of course, prevent its being done.

Other record repairs were made on the *Zafiro* and the *Sister*. The *Zafiro* was very badly damaged: 116 shell plates had to be taken off, and the majority of her inner bottom frames had to be removed, but she was repaired and out of dock in the remarkably short space of twenty-six days. The *Sister*, in a way, was a more difficult job than either of those mentioned, as her plating was exceedingly heavy and the plates were of a length, which made them extremely awkward to handle. Forty-six shell plates, twenty-five feet long, were taken off her forward part, and the inner bottom plating, or the deck top, and a good many frames above the deck were removed, while 180 feet of killing kiel were taken out and replaced, the whole job being done in about fifty days. All this work was subjected to tests, and met with the absolute satisfaction of the American officials sent up from Manila to inspect the work.

The work of the British Government work that the Dock has undertaken, the greatest success has been achieved. Battleships, cruisers, gunboats, torpedo-boat destroyers and all manner of craft on the China Station have at times been in dock. The work has been subjected to all the Home tests and has passed to the entire satisfaction of the Naval officials responsible. On the return of the *Glory* (Admiral Bridge's flagship) she is to go into dock for a thorough overhaul and refit, and the work necessary upon her will, it is reported, cost more than that expended on the repairs made to the *Pembroke*.

The *Glory* has been repaired and is now in dock, and the *Summer*. There is, however, a big difference between work for the Merchant Service and that for the Merchant Service.

The performance of creditable work for the Merchant Service goes further to demonstrate the possibilities of the Dock than that of the Navy, for the simple reason that merchant ships are required in a hurry, whilst time is no object in times of peace when a man-of-war is in dock.

In the matter of building new vessels, the Dock has had many successes. The popular river steamer *Kingfisher*, which now runs to Canton, was turned out there. She is 310 feet long with a forty-seven feet beam. The river boat *Robert Oakey*, which is well known in the harbour, and said to be a stronger iron than any similar craft on the Thames, the *Messey*, the *Tyno*, and the steel river boat for Blackhead and Co. were also constructed at the Dock. Then there is the stern paddle wheeler *Theresa*, (built at the Company's Cosmopolitan Dock,) which was launched only a few weeks ago for the Red River trade in Tonkin.

So far as new work is concerned, there is plenty to do at the Dock. The keel has been laid for a new steamer for the West River traffic. Her length over all will be 180 feet, her breadth moulded will be 32 feet and her depth 9 feet. She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will be twice the size of the old ones, and the new lighters are being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel is being laid for the reception of the load of the new steamer to be built for the China Navigation Co. (Messrs Butterfield and Swire). She will have a guaranteed speed of eleven knots and will be ready in short order. Nearing completion are ten big lighters for the N.L.L. Imperial German line's Bangkok trade. Their length over all is 188 feet, their breadth moulded 29 feet, and their depth 11 feet. Both of these vessels will be ready within contract time, and twelve months for the other. On the same site a little further up the bay as from where the Bangkok lighters are under construction, a new vessel

Shipping.

**HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.**

OSTASIATISCHER FRACHTDAFFTER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG:
CALLING AT SINGAPORE AND PENANG.S.S. *Alexandria*,
Capt. FILLER, 7th October, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Brigadier*,
Capt. SCHULKE, 20th October, 1903. Freight.

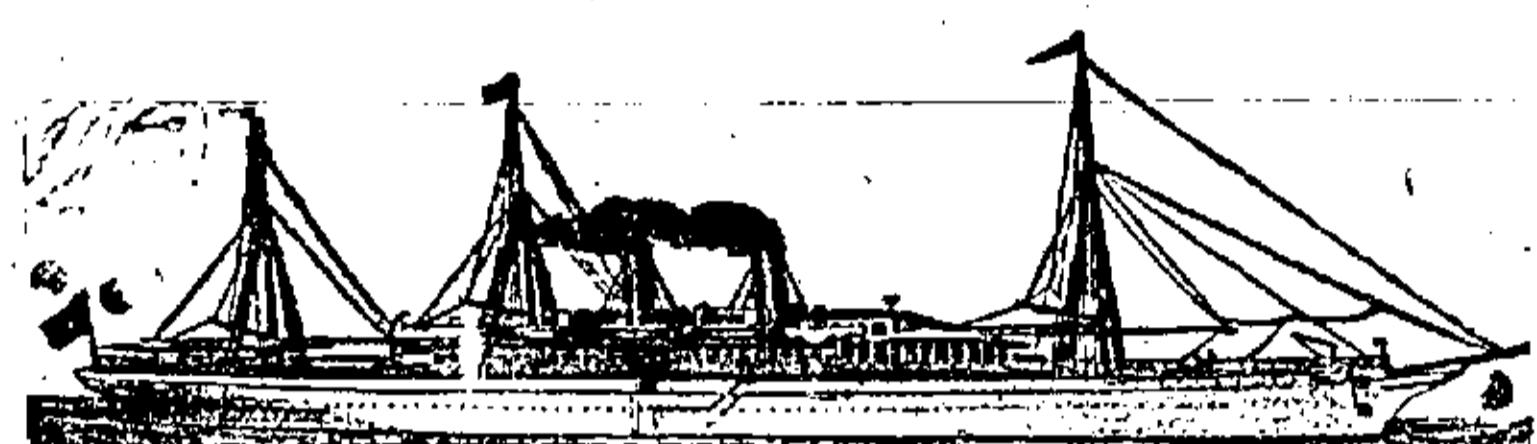
FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND TENANG.

S.S. *Bazoris*,
Capt. BREMER, 3rd November, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Marburg*,
Capt. STEEN, 17th November, 1903. Freight.For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Arriving at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 18 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. *TARTAR*, 125 TONS, WEDNESDAY, Oct. 7, 1903.
R.M.S. *EMPEROR OF CHINA*, 6,000 Tons, WEDNESDAY, Oct. 21.
R.M.S. *PHILIPPIAN*, 3,852 Tons, WEDNESDAY, Nov. 4.
R.M.S. *EMPEROR OF INDIA*, 6,000 Tons, WEDNESDAY, Nov. 18.
R.M.S. *EMPEROR OF JAPAN*, 6,000 Tons, WEDNESDAY, Dec. 16.
R.M.S. *EMPEROR OF CHINA*, 6,000 Tons, WEDNESDAY, Jan. 13, 1904.
R.M.S. *ATHENIAN*, 3,882 Tons, WEDNESDAY, Jan. 27.
R.M.S. *EMPEROR OF INDIA*, 6,000 Tons, WEDNESDAY, Feb. 10.
R.M.S. *TARTAR*, 4,425 Tons, WEDNESDAY, Feb. 24.
R.M.S. *EMPEROR OF JAPAN*, 6,000 Tons, WEDNESDAY, Mar. 9.
R.M.S. *EMPEROR OF CHINA*, 6,000 Tons, WEDNESDAY, Mar. 30.
R.D.S. *EMPEROR OF INDIA*, 6,000 Tons, WEDNESDAY, April 20.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER, B.C., in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, N. S., New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL TEAMSHIPS, (second to none in the World), their EXQUISITE QUALITY OF ITS TRANS-CONTINENTAL TRADES (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARs AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET 1112

Hongkong, September 23, 1903.

**PORLAND AND ASIATIC
STEAMSHIP COMPANY.**SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONE. CAPTAIN. HONGKONG.
INDRAVELLI 4899 R. P. Craven October 14, 1903
INDRAPURA 4899 A. E. Hollingsworth November 14, 1903
INDRASAMHA 5197 W. E. Craven December 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY,
Hongkong, September 15, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

KAGOSHIMA MARU, MOJI, KOBE AND YOKOHAMA, FRIDAY, 2nd October, at Noon.

INABA MARU, MARSELLA, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAIGON.

HIROSHIMA MARU, BOMBAY, VIA SINGAPORE and COLOMBO.

KAGA MARU, VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI; MOJI, KOBE AND YOKOHAMA.

KASUGA MARU, NAGASAKI, KOBE and YOKOHAMA.

HADO MARU, KORE AND YOKOHAMA.

YAWATA MARU, SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSHEND, LONDON and BRISTOL.

HITACHI MARU, MARSAILA, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAIGON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Australia in connection with the Great Northern Railway and Atlantic Standard Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Passengers have the option of travelling by the Sanjo Railway.

For further information as to Freight, Passage, Salvoes, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Apply to T. S. Takayanagi, Acting Manager.

Hongkong, September 24, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

AND

**CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.**

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARD S.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	CALTHER	1st October.
GLASGOW AND LIVERPOOL	TANTALUS	7th October.
GLASGOW AND LIVERPOOL	ANTONIO	24th October.
GLASGOW AND LIVERPOOL	OANFA	31st October.

HOMEWARDS.

LONDON BIRTH.

FOR	STEAMERS	TO SAIL
MARSELLS, LONDON & ANTWERP	GLACIER	29th September.
MARSELLS, LONDON & ANTWERP	IDOMENI	13th October.
MARSELLS, LONDON & ANTWERP	AGAMEMNON	13th October.
MARSELLS, LONDON & ANTWERP	PAK LING	27th October.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'KI, KOBE & YOKOHAMA	ALCHAS	2nd October.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'KI, KOBE & YOKOHAMA	OANFA	2nd November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 24, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP**NAVIGATION COMPANY**

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

FOR STEAMERS TO SAIL ON REMARKS.

YAM, VIA SHAI, MOJI & KOBE (passing through the INLAND SEA) (Shanghai A. THOMPSON, E.N.L.) About 3rd October. Freight and Passage.

SHANGHAI, KOBE & YOKO (passing through the INLAND SEA) (Makta G. W. GORDON, E.N.L.) About 9th October. Freight and Passage.

LONDON & ANTWERP, VIA STORE PANG CHU, PORT SAID & MARESILLE (Borneo T. G. W. FIELD) About 17th October. Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 21, 1903.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUL.

THE Company's Steamship HAIMUN, Captain GIBSON, will be despatched for the above Ports on SUNDAY, the 27th September, at 9 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, September 24, 1903. 1978

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship TRAILLES, Captain ROSSOR, will be despatched for the above Ports on TUESDAY, the 28th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, September 25, 1903. 1985

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship GREGORY APOAR, Captain J. G. OLDFIELD, will be despatched for the above Ports on TUESDAY, the 29th inst., at 3 p.m.

For Freight or Passage, apply to D. SASCOON & Co., Agents, Hongkong, September 22, 1903. 1983

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship ROON, Captain G. MEINER, will be despatched for the outward German Mail about TUE-DAY, at 2 p.m., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELOCHERS & CO., Agents.

Hongkong, September 25, 1903. 1984

FOR SINGAPORE AND CALCUTTA.

THE H. A. L. Steamship SAMBA.

Captain SCHMIDT, will be despatched for the above Ports on THURSDAY, the 1st October, at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, September 22, 1903. 1944

FOR YOKOHAMA AND KOBE.

THE H. A. L. Steamship SAXONIA.

Captain BRENNER, will be despatched for the above Ports on THURSDAY, the 1st October, at 5 p.m.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, September 23, 1903. 1946

FOR KOBE, NAGASAKI AND WLAIDIWOSTOCK.

THE Steamship SAVOIA.

Captain DEINAT, will be despatched for the above Ports on FRIDAY, the 2nd October, at Noon.

The Steamer has superior accommodation for first class passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, September 21, 1903. 1938

NOTICE.

MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED
FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at MANILA, PORT DARWIN, and QUEENSLAND ports, and taking through to ADLAIDE, NEW ZEALAND, TASMANIA, ETC.)

THE Steamship GUTHRIE, Captain DAEDALE, will be despatched for the above Ports on or about FRIDAY, the 9th October.

This well known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

For Freight or Passage, apply to GIEB, LIVINGSTON & CO., Agents.

Hongkong, September 23, 1903. 1937

THE AMERICAN ASIATIC STEAMSHIP CO.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship NORDKYN.

Captain A. H. H. will be despatched for the above Ports on SATURDAY, the 17th October.

To be followed by the Steamship HERMISTON, Captain W. T. BAIN, on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, September 25, 1903. 1930

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship FRANZ FERDINAND, Captain MAROVICH, will be despatched as above on WEDNESDAY, the 21st October next.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Prince's Buildings.

Hongkong, September 22, 1903. 1932

Notices to Consignees.

BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWERS.

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed and placed at their risk in the GODOWNS and KOWLOON WHARF and GODOWN COMPANY, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIEB, LIVINGSTON & CO., Agents.

Hongkong, September 21, 1903. 1938

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAZAGON.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed and placed at their risk in the GODOWNS and KOWLOON WHARF and GODOWN COMPANY, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th Inst. will be subject to rent.

No Fire Insurance will be effected by me in any case.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 21, 1903. 1934

Notices to Consignees.

STEAMER ANAM.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex "Anam," Duxford, and Charente; from Havre ex "Le Duxford," and Brest ex "Le Duxford," will be despatched to the Godowns at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee to the contrary.

Bills of Lading will be countersigned by the Undersigned, or by the Consignee, after MONDAY, the 28th inst., at noon, will be subject to rent and landing charges.

All Goods must be sent to me on or before the 28th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 28th inst., at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.

Hongkong, September 21, 1903. 1933

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER COROMANDEL.

FROM BOMBAY, COLOMBO AND SEASTREETS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the GODOWNS and KOWLOON WHARF and GODOWN COMPANY's Godowns at Kowloon, whence each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are ready.

This vessel brings on Cargo:—

From LONDON, &c. ex "Le Arcadia."

From PERSIAN GULF, ex "B. S. N. & E. B. S. N. Co.'s steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 30th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 24, 1903. 1932

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902, £16,378,774.

Authorised Capital £3,000,000

Subscribed Capital £2,700,000

PAID-UP CAPITAL £2,677,500 0 10

FIRE FUNDS £1,367,215 11 10

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE, HONGKONG.

RESERVE FUND £10,000,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

RESERVE LIABILITIES OF PROPRIETORS £10,000,000

THE CHINA MAIL.

SATURDAY, SEPTEMBER 26, 1903.

8

CHURCH SERVICES.

Union Church.

SUNDAY, SEPTEMBER 27.
11 a.m.—*Sanctus*, 550; *Attired*; *Hymn*, 45 (Lauds Domini); *Benedictus*; *Psalm*, 91 (Double Chant); *Mornitron*; *Hymn*, 253 (St. Maloy); *Hymn*, 34 (St. Flaviaris); *Days Praise*; *Hymn*, 146 (St. Cuthbert); *Dykes*; *Hymn*, 336 (St. Michael); *Days Praise*.

Children's Service 4 p.m.—*Hymn*, No. 420; *German*; *Hymn*, 431; *Weber*; *Hymn*, No. 467; *Horology*; *Hymn*, No. 469 (Alston); *Willing*.

6 p.m.—*Hymn*, No. 154 (Stephano); *Baker*; *Hymn*, No. 263 (Hollingside); *Dykes*; *Hymn*, No. 150; *Dykes*; *Hymn*, No. 169; *Fischer*; *Hymn*, No. 487 (Evidente); *Monk*.

St. Peter's Church, Queen's Road West.

Matins (11 a.m.)—*Verite*, *Travers*; *Te Deum*, *Russell*; *Jubilate*, *Rosell*; *Hymn*, 62, S.H., 313; *366* and S.H.

Evening Service, 6:30 p.m.—*Magnificat*, *Hawkins*; *Nunc Dimittis*, *Tanner*; *Hymn*, 297; *366*, 295 and 5 S.H.

The Church, though *Drapery* will call on the ships carrying two crew to bring friends and relatives to the services between 15 and 10:30 a.m., and between 5:15 and 6 p.m. (Kowloon Police Pier 10:30 and 6) returning afterwards. The answering pennant is the *cell flag*. All the sitting-room free and unappropriated. Visitors welcome. Hymns, Books &c., provided.

Sunday School:—10—10:45 a.m.

Wesleyan Methodist Church, Wan Chai.

Sunday Morning:—10:15 a.m.
Sunday afternoon:—3 p.m.
Sunday School and Bible Class.

Sunday evening:—6 p.m.

Meeting are held as follows:—
Sunday—Act 2, 42, 11 a.m. Gospel Address, 6 p.m.
Tuesday—*Soldiers' & Sailors' Bible Class*, 6 p.m.
Thursday—General Bible Class, 6 p.m.
Saturday—Prayer Meeting, 6 p.m.

Naval Depot, Kowloon.

Sunday Service:—6 p.m.
Peak Church:—8 a.m.

Deutsche Kirche,
HALL OF UNION CHURCH, KENNEDY ROAD.
Deutscher Gottesdienst:—9:45 a.m.

VISITORS AT HOTELS.

DRYAS HOTEL.
Mr. Anderson Mr. E. A. Katach
Mr. A. Anton Mr. F. C. Kearns
Mr. A. Barbara Mr. J. King
Mr. E. G. Barrett Mr. E. A. Lester
Mr. A. Baum Mr. R. A. Lewis
Mr. A. E. Bencke Mr. R. J. Macgovern
Mr. C. W. Berg Mr. Gordon Mackie
Mr. and Mrs. W. M. Mr. and Mrs. C. M. Black
Mr. Bodkin Dr. A. Marriott
Mrs. Bodkin Mr. and Mrs. E. Mast
Mr. & Mrs. R. Boggan Mr. Sidney Mast
Mr. E. A. Bonner Mr. T. P. McArain
Mrs. R. W. Borthwick Mr. C. McCleary
Mr. de Broc Mr. J. H. McHenry
Mr. W. S. Brown Mr. R. M. McWeade
Mr. Hart Buck Mr. and Mrs. E. Muske
Mr. C. H. Butler Mr. P. L. Miller
Mr. B. Campbell Mrs. Hollermann and child
Mr. W. H. Clarke child
Mr. F. T. Colson Mr. and Mrs. N. O. Little
Mr. T. M. Connolly Murphy
Mr. H. C. Coulson Mr. C. J. North
Mr. G. D. Davis Mr. G. Oberon
Capt. & Mrs. Douglas Mr. W. Parfitt
Mr. T. C. Downing Mr. J. A. Pattie
Mr. and Mrs. A. Ellis Mr. S. J. Perry
R. S.

KING EDWARD HOTEL.

Engineer Lieut. Ash, Mr. H. P. King
R.N. Mrs. Kocher

Mr. Chudhury Mr. and Mrs. J. W. V.

Mr. A. Cunningham Norton Kysh

Mr. George Drenckhan Miss Eva Macdonald

Mr. W. H. Gordon Mr. Ed. Mueller, Consul

Mr. Hale of Peru

Mr. W. Hawley Capt. Ed. Porter

Miss M. Hawley Mr. W. A. Hutton

Mr. and Mrs. Geo. Mr. & Mrs. T. Rose Hawley

Mr. A. H. Hollingshead and Mrs. Douglass with Story

Mr. D. Jacobs Mr. R. W. Summers

Mr. and Mrs. J. V. H. S. Vaughan

Jorge and child Dr. Verdon, R.N.

CONNAUGHT HOUSE.

Mr. & Mrs. G. An. Mr. E. Howard

draws and child Mr. and Mrs. E. G.

Mr. B. Dallantile Jordan

Mr. R. J. Birbeck Mr. G. E. Lee

Mr. J. Boas Mr. M. E. Lynch

Lieut. J. R. Camp-Marcida

bell, R.E. Mr. L. Marston

Mr. and Mrs. R. F. Mrs. Munro

Daly Mr. A. Middleton

Mr. B. Dufour Miss M. Tempst

Mr. F. R. Feather Mr. H. M. Tibby stone

Mr. Forches and child Mr. R. Whittemore

Miss G. Gale Mr. W. H. Williams

Mr. and Mrs. Haydn

OCCIDENTAL HOTEL.

Mr. John W. Bias Mr. W. F. Lumson

Lieut. F. Chandler Mr. and Mrs. Harold

Mr. George A. Diss Macfarlane

Mr. W. H. Donald Mr. G. Merdes

Mr. H. Froebel Lieut. T. Pezare

Mr. B. Hertel Mr. E. B. Shepherd

Dr. F. Keyt Mr. H. Stephens

Mr. and Mrs. Liddell Mr. Richard Do Wolf

Mr. Amaro Lopez

For the past quarter of a century there has been no more influence free of letters bearing testimony to the fair and safe care effected by Clark's World-famed Red Mixture, "the finest Blood Purifier that science and medical skill have brought to light." Sufferers from Scrofula, Scrofula, Fevers, Red Skin and other diseases, Pains and Sores of every kind should go to Clark's. It is the best blood purifier to give the vital fluid its due value and everywhere at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

SHIPPING.

ARRIVALS.

September 25.

Sambia, German str., 3,623, G. Schmidt, Nagasaki Sept. 21, Coal and General.—HAMBURG-AMERIKA LINE.

Karin, Swedish str., 693, G. Pettersson, Foochow Sept. 21, General.—SANDER, WIELER & CO.

Ayr, British str., 1,995, W. H. Gibson, Moji September 19, Coal.—MITSUI BUSAN KAISHA.

September 26.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—JARDINE, MATTHESON & CO.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

September 27.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—JARDINE, MATTHESON & CO.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

September 28.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

September 29.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

September 30.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

September 31.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 1.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 2.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 3.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 4.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 5.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.

October 6.

Taiwan, British str., 1,459, S. Dawson, Australian Ports Sept. 4, via Manila 23, General.—BUTTERFIELD & SWINE.

Indonesia, British str., 3,370, W. H. Price, New York July 25, via Manila Sept. 23, General.—BUTTERFIELD & SWINE.

Kaifeng, British str., 1,024, G. II. Pennington, Manly Sept. 23, General.—BUTTERFIELD & SWINE.